appearing in the Business Standard dated 14th July, 1997 under the caption "Private airlines seek separate FI to fund aircraft purchase";

(b) if so, the details of the reaction of Government to the observations made therein and facts of the matter;

(c) the details of the representations/ memorandum received by Government in this regard and action taken thereon; and

(d) the present status of the proposal?

THE MINISTER OF CIVIL AVIATION (SHRI C. M. IBRAHIM): (a) Yes, Sir.

(b) to (d) All the private airlines have represented that a special fund may be created for funding purchase of aircraft. The feasibility of creating such a fund would depend upon a variety of decisions involving different departments. The matter is under examination.

**भुज विमानपत्र पर एक नए टर्मिनल की स्थापना**

1411. **श्री चिमनभाई हरी भाई शुक्ल** : क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारतीय विमानपत्तन प्राधिकरण के अध्यक्ष ने कच्छ जिले के भुज में वायुसेना विमान क्षेत्र में नागरिक विमानपत्तन के एक नए टर्मिनल की स्थापना के सरकारी तौर पर स्थायी आदेश जारी कर दिए हैं,

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है,

(ग) क्या सरकार ने उक्त स्थायी आदेश को स्वीकृत कर दिया है,

(घ) क्या भारतीय विमानपत्तन प्राधिकरण के अध्ययन ने इन आदेशों के सबंध में उपरोक्त विमानपत्तन का दौरा किया है,

(ड) क्या उपरोक्त टर्मिनल के निर्माण के लिये रक्षा मंत्रालय से भूमि का अधिग्रहण कर लिया गया है, और

(च) भारतीय विमानपत्तन प्राधिकरण के अध्यक्ष की इस सबंधं में सेवा के अधिकारो की सीमाएं क्या हैं?

**नागर विमानन मंत्री (श्री सी. एम. इब्राहीम) :** (क) जी, हां।

(ख) और (ग) भारतीय विमानपत्तन प्राधिकरण की रक्षा हवाई क्षेत्र की चारदीवारी के बाहर, भुज हवाई अड्डे पर, सिविल विमान यात्रियों के लिए आधुनिक सुविधाओं सहित एक टर्मिनल परिसर के निर्माण की योजनाएं है। इस प्रयोजनार्थ प्राधिकरण ने गुजरात राज्य सरकार से 43 एकड़ भूमि प्राप्त की है और व्यवहारिकता अध्ययन करने के लिए तकनीकी दल ने स्थल का दौरा किया है।

(घ) जी, नहीं।

(ड) और (च) नये टर्मिनल परिसर, एप्रन और लिंक टैक्सीपथ के निर्माण के लिए, प्राधिकरण को रक्षा मंत्रालय से क्लीयरेस प्राप्त करना होगा।

**Allocation of Budget for Air India**

1412. SHRI RAHASBIHARI BARIK: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Budget for 1997-98 of Air India has been allocated;

(b) if so, the details thereof;

(c) whether Government have reviewed its financial performance for the year 1996-97;

(d) if so, the details thereof;

(e) the projection made in respect of passenger carriage, cargo carriage, utilisation of aircrafts and utilisation of manpower; and

(f) the steps taken by Government to make Air-India a profit making enterprise?

THE MINISTER OF CIVIL AVIATION (SHRI C. M. IBRAHIM): (a) Yes, Sir.

(b) The approved Annual Plan outlay of Air India for 1997-98 is Rs. 1233.45 crores.

(c) and (d) Performance of Air India has been monitored from time to time and suitable directions, wherever necessary, have been given.

(e) Projections for the year 1997-98 are as under:

Passenger Carriage: 3.33 Million
Cargo Carriage: 383.5 Million Cargo Ton Kilometer
Aircraft Utilisation:

| Aircraft type | Hrs. per annum |
|---|---|
| A300 | 2606 |
| A310 | 3438 |
| B747 | 2048 |
| Combi | 3854 |
| 747^00 | 4219 |
| Average | 3274 |

(f) The India is taking steps to reduce costs and improve yield by consolidating its market share through improvement of product, image and on-time performance.

**Conditions for chartering the Air India's aircraft**

1413. SHRI K. RAHMAN KHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India charters its aircraft;

(b) what are the conditions for chartering the aircraft;

(c) how many times the Air India has given its aircrafts on charter during the last three years, year-wise;

(d) names of organisations and persons who have chartered the aircraft; and

(e) amount paid by them for chartering the aircraft?

THE MINISTER OF CIVIL AVIATION (SHRI C. M. IBRAHIM): (a) Air India does not normally charter its aircraft to any outside party except to the Government of India for VVIP travel and the Central Haj Committee for carriage of haj pilgrims.

-- (b) For chartering the aircraft, the charter price is worked out taking into consideration various operational costs and a standard charter agreement is signed with the chartering party.

(c) to (e) The details are given in the statement. *(See* below):

**Statement**

| Year | Name of organisation | No. of Times | Amo-unt paid (Rs. in crores) |
|---|---|---|---|
| 95-96 | President. of India | Once | 31.64 |
| | Prime Minister of India | Four times | |
| 96-97 | "President of India | Once | 20.61 |
| | Prime Minister of India | Four times | |
| 97-98 | | Nil | |

For Haj operations, Air India has been paid the following amounts by the government as subsidy on pilgrim fare during last three years:—

| Year | Amount paid by Government (Rs. in crores) |
|---|---|
| 1995-96 | 15.95 |
| 1996-97 | 35.60 |
| 1997-98 | 34.00 out of Rs. 91 Crores Payble |

In addition, Central Haj Committee has paid to Air India Rs. 12,000/- per pilgrim every year.